SPAD of Dn Stater Signal line no. 5 of Ayodhya by crew of train no.Dn NTV/ Goods

Incident : On 07.07.2026 at 14.10 hrs LP of train no. Dn NTV passed Dn Stater Signal line no.5 (S: 20) in ON position by 132 meters

Sign ON time 12.10 hours at Ayodhya Cant (One station back)

Analysis

1. Normally Goods train are not run via line no 5 and PF no 3 of Ayodhya. LP was driving through this line after a long interval of more than a year.
2. This line has a curve of 3 degree His learning about the yard was poor.
3. Normally Starter signals are located at the end of platform. In this case it was located 100 meters in advance.
4. Crew did mistake of not seeing the starter signal in time.
5. From ALP side signal visibility was 250 meters. From LP side its visibility was obstructed in 50 meters by Coach display unit.
6. The ALP failed to operate RS valve
7. The FSD is programmed for main line starter which is 100 meter ahead from the starter of line no 5.

Lesson Learnt:

1. Yard learning of Crew should be updated every 6 months if crew is not running on all the lines.
2. Signal sighting committee must point out minor issues also, if any in signal visibility. They should not be guided solely by signal manual. As per Manual minimum sighting distance required is 200 meters. But let us try for an adequate distance of 400 meters
3. FSD programming to be checked for a multiple line yard. It may be programmed for nearest starter signal among all platforms.